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introduce proportional representation there, has published, through Methuen & Co., a thoughtful and comprehensive study of methods of election under the title, "Proportional Representation." Although written by a strong partisan and advocate, and, although, as Lord Courtney, of Penrith, in his introduction says "the author has no doubt about his conclusions" nevertheless he goes fairly and with quite sufficient fullness through the main branches of the controversy over proportional representation. Moreover, his descriptions of the second ballot and the transferable vote, the single transferable vote, the lists systems and the various national adaptations in Japan, Sweden, Germany, Finland and elsewhere are adequate. Without commenting in this connection on the workability and adaptability of the plan, it must be pointed out that this is a sane, forceful, careful study of it and worthy of the thoughtful attention of American publicists. The movement for proportional representation bulks larger in Great Britain than in this country, having reached the standing and dignity of consideration at the hands of a royal commission. Its report made last spring was a sort of Scotch verdict. It declared that it was unable to report that a case had been made out for an application of proportional representation "here and now."

CLINTON ROGERS WOODRUFF.

Philadelphia.

Kirkman, M. M. *Science of Railroads.* Seventeen volumes. Pp. xxx, 8872. Price, \$36.00. Chicago: Cropley Phillips Company, 1907-1911.

The well-known series of books upon railways, written from time to time by Marshall M. Kirkman, have, during the past four years, been put into final form. They are now published in seventeen volumes under the title, "The Science of Railways." The titles of the volumes are as follows: "Air Brake Construction and Working," "Safeguarding Railway Expenditures," "Locomotive Appliances," "Collection of Revenue," "Freight Traffic and Accounts," "Passenger Traffic and Accounts," "Operating Trains," "Building and Repairing Railways," "The Locomotive and Motive Power Department," "Railway Rates and Government Ownership," "Organizing the Railways; Financing, General Accounts and Cash," "Engineers' and Firemen's Hand Book," "Shop and Shop Practice" (2 vols), "Cars—Construction, Handling and Supervision," and "Electricity Applied to Railways."

Most of the books were written originally by Mr. Kirkman and presumably have been revised by him from time to time. In the publication of the later and more technical works, however, Mr. Kirkman has had the assistance of experts. In the preparation of the volume upon "Cars," for instance, the author received the "advice, assistance and co-operation" of Mr. W. H. Dunham, a mechanical engineer and expert in the construction and handling of railway cars. This volume appeared in 1909. Likewise, in writing the book upon "Electricity Applied to Railways," which was issued in 1910, Mr. Kirkman was assisted by Mr. Charles F. Scott, "an honored

member of the American Institute of Electrical Engineers, and the electrician in chief of one of the few great electric manufacturing industries of the world." Similarly, in writing the volume upon "Shops and Shop Practice," Mr. Kirkman was aided by Mr. Robert Quayle in "the description of shops and roundhouses and the care and repairs of locomotives and cars," while Mr. A. H. Barnhart prepared the part relating to practical machine work. Mr. Kirkman has thus become rather the editor than the author of the later volumes of his series.

The seventeen volumes as a whole contain much practical information clearly presented. Each revision has improved the volumes, and the later works prepared by technical experts and edited by Mr. Kirkman have appreciably raised the average value of the series as a whole. The publishers are to be congratulated upon the attractive appearance of the series.

EMORY R. JOHNSON.

Lombroso, C. *Crime: Its Causes and Remedies.* Pp. ix, 471. Price, \$4.75. Boston: Little, Brown & Co., 1911.

This book is the third in the series of foreign publications selected for translation by the American Institute of Criminal Law and Criminology. The translation was made by Rev. Henry P. Horton, of Columbia, Mo.

This volume, together with the recently published summary of Lombroso's "Criminal Man," by his daughter, Mrs. Gina Ferrero, provides the English reader with a somewhat adequate source of first hand material for the study of the theories of this greatest representative of the Italian School of Criminology. It was a matter of great satisfaction to Lombroso, who died in October, 1909, that these volumes were to be given to the English world.

It is but natural that the storm center of criticism of Lombroso's work should have been in the field of his atavistic and specific anthropologic theories of crime. These ideas were new and revolutionary. To those who have been familiar with these theories only because of the controversies they have aroused, the book will be a revelation of Lombroso's breadth of view and comprehensiveness of treatment.

If in other writings he has dwelt upon the anthropologic factors, and these have been emphasized perhaps unduly, especially by his disciples and contemporaries, in this volume he lays stress upon the economic and social causes which have produced the criminal type—the environment favorable to the development of the criminal man. In Part I, the Aetiology of Crime, climate, topography, race, civilization, immigration, density, alcoholism, education, religion, politics, law, newspapers, etc., are treated elaborately to show their bearing upon the amount and character of crime. In all, 243 pages, or more than half the book, we find devoted to this study.

Part II is devoted to the Prophylaxis and Therapeutics of Crime. Here again we discover that many critics of Lombroso's theories of penology have lacked sufficient data for accurate generalizations. In order to treat the criminal on the basis of his criminality rather than his crime, which has